AMENDMENTS TO THE SPECIFICATION

Please replace the second paragraph beginning at page 4, line 15, with the following rewritten paragraph:

The shifts of the outer ring 39 have a disadvantageous effect on the connection construction. The seals 23 of the bearing are subjected to greater demands and in the case of large shifts no longer have the necessary sealing characteristics. The shifts of the outer ring 39 may lead to one or more of the sealing lips 14, 15 or 24 of the seal 23 lifting partly off the slinger plate or the inner ring 40. The possible effects are indicated by the dashed lines in Figure 1b. The sealing action is then discontinued at the gaps S1 and S2. Furthermore, for example, the brake disk 44 fastened to the outer ring 39 or inner ring 40 drifts with the ring 39 or 40 concerned in relation to the rest of the bearing and surrounding construction or tilts with it, as illustrated in Figure 1a. The encoder or another signal transmitter 42 moves closer to the sensor 43, and the spacings between sensor 43 and the encoder or another signal transmitter 42 are uneven. Inaccurate signals of the sensor technology of electronic measuring systems are the result. The brake disk 44 fixed on one of the bearing rings 39, 40 shifts with the bearing ring 39, 40 concerned. The position in relation to the brake shoes 45 interacting with the brake disk 44 becomes inaccurate. Reduced braking capacity and premature wear on the brake disk 44 and on the brake shoes are the result.

Please replace the second paragraph beginning at page 16, line 15, with the following rewritten paragraph:

Figure 5 shows a wheel bearing unit 22 with essentially the same construction as the wheel bearing unit 16 according to Figure 4. However, in the wheel bearing unit 22, a pressure angle $\propto 4$ between the contact lines L_4 of the balls 19 and the radial plane E_1 is greater than the pressure angle $\propto 5$ between the contact lines L_5 of the balls 20 in the second rows 13. The contact lines L_4, L_5 of each pairing run at such an angle in the direction of the central axis 22a that, with decreasing radial spacing r^1 to r^∞ from the central axis, the contact lines L_4, L_5 of the first pairing move away increasingly from the contact lines ~~L_2, L_3~~ L_4, L_5 of the second pairing axially and

move closer to one another axially within a pairing, so that finally the contact lines L_5 located axially on the outside intersect the central axis 22a axially outside the wheel bearing unit 22 and in each case cross a contact line L_4.

Please replace the paragraph beginning at page 18, line 6, with the following rewritten paragraph:

Figures 7 and 8 show [[on]] in enlarged scale the geometrical shape of the rings 11, 17, 18 without illustrating the seal 23, with which the developments described above of the wheel bearing units 10, 16, 22 are optionally designed.

Please replace the second full paragraph beginning at page 19, line 13, with the following rewritten paragraph:

In the development of the inner ring 11 illustrated in Figure 7, a radial raceway superelevation 34 is designed axially between the first raceway 31 and second raceway 32. The first outer raceway 31 merges with the raceway superelevation 34 in the direction of the second outer raceway 32. The smallest outside diameter Da1 at right angles to the central axis of the first outer raceway 31 is smaller than the maximum outside diameter of the raceway superelevation D_{ah}.